

# The Pacific Commercial Advertiser

U. S. WEATHER BUREAU, August 23.—Last 24 hours' rainfall, .03.  
Temperature, Max. 82, Min. 72. Weather fair.

SUGAR—96 Degree Test Centrifugals, 3.90c.; Per Ton, \$78.00.  
88 Analysis Beets, 9s. 2 1/4 d; Per Ton, \$79.40.

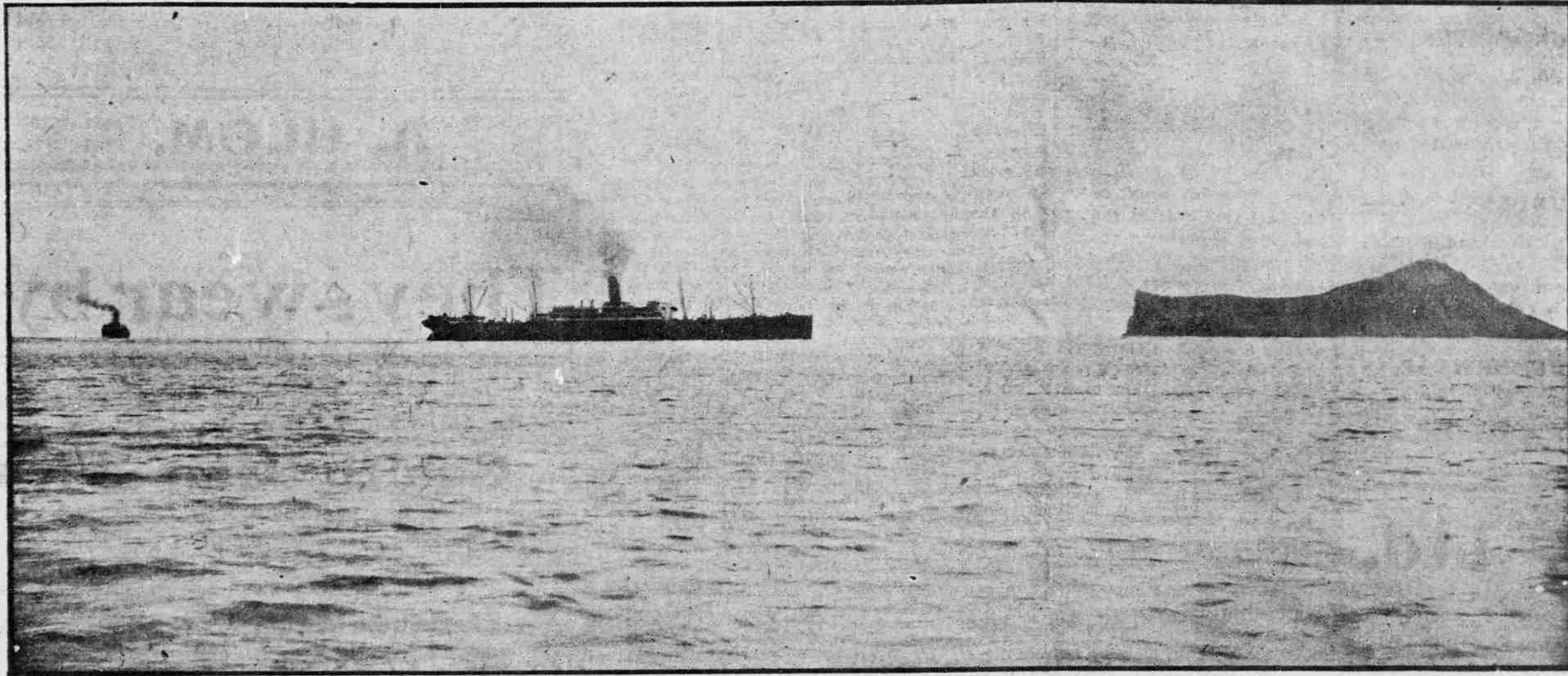
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HONOLULU, HAWAII TERRITORY, FRIDAY, AUGUST 24, 1906.

PRICE FIVE CENTS

## LINER MANCHURIA RESTING EASILY IN HER CORAL BED



Restorer.

Manchuria.

Rabbit Island.

WHERE THE MANCHURIA LIES.

—Advertiser Photo.

### Has Lost Two Anchors But Is Holding on Well ---A Little Water in Hold Number One---Interior Fittings Loose.

Aboard S. S. Manchuria,  
August 23, 1906, 9 a. m.  
The night was uneventful, weather continues fair and vessel's position is practically unaltered. If anything her bow has swung a trifle in and her stern a bit out. The S. S. Restorer kept a 25-revolutions pull on her all night.  
A message from the agents was received at midnight at Waimanalo and was brought out post haste to the landing by a mounted messenger and conveyed thence to the ship by sampans. The sampans have buoyed the channel from shore to ship. It is very touchy work feeling for this passage winding between the coral ledges, in the darkness. The Japanese who owns the sampans is making a good thing out of the unusual traffic. H. Hackfeld & Co. are paying him \$10 a day and extra money for night work and other than the agents' people who want to be taken aboard are taxed 50 cents per trip.  
Commander Combes of the S. S. Restorer breakfasted with Capt. Saunders and a consultation was held.  
The Restorer will get two more lines on the liner today.  
Spring lines are being put on the big anchors out on the port quarter.  
The revenue cutter Manning is getting ready to return to Honolulu for coal. She will come back to the Manchuria tomorrow morning.  
The tug Eleu has just arrived and has left for Honolulu with the iron tender Pioneer in tow.  
Captain Saunders expects a 400-ton lighter to arrive from Honolulu today.  
Both Captains Combes and Saunders are very hopeful and are willing to wager that three weeks at the outside will see the vessel free of the reef.  
So far no real earnest trial to get the vessel off has been made. The grand pull is still an event of the future.  
The Manchuria is sloshing about in a bed between two reefs and she will have to sash over the reef to seaward before she gets into deep water. Under a strong pull at high water it is possible that the liner may, by the united efforts of steam and tide, be lifted out of her present position.  
The most satisfactory feature of the situation is that, lying as she does, she is unlikely to sustain serious damage, unless the weather fouls, which there is no indication of it doing.  
The steamer John A. Cummins is expected here to take the remainder of the Asiatic steamer baggage ashore.  
At 9:45 a message from the agents was delivered.  
Twenty-five more men are coming over the Pali today to help out aboard.  
The two fluke anchors brought out by the Pioneer are being put out at the bow.  
Artists Wilder and Hitchcock are camped on shore. They are making pictures of the Manchuria and expect to remain a week.  
The question of responsibility appears to be hindering operations. The captain of the Manchuria, the representative of the agents and the commanders of the Restorer and Manning are all chary of taking what outward consequences may possibly result from experiments in the way of attempts to pull the vessel off.

It looks as if the buck were being passed up to Captain Metcalf, representing Lloyds, and his salving outfit.  
**CONDITION OF THE SHIP.**  
Aboard S. S. Manchuria,  
August 23, 11:30 a. m.  
Another line, the fifth, is to be connected with the Restorer, for security. Captain Saunders is awaiting the arrival of F. W. Klebahn of H. Hackfeld & Co. He strenuously and indignantly denies the published statement of Capt. Thompson that no machinery aboard is in working order, except the auxiliary power. He says that inside, with the exception of a leaking compartment, the vessel is O. K.  
One lamentable effect of the disaster will be to give the coast a bad name. It is reported that insurance rates have already been raised.

**SALVAGE AND SHARKS.**  
Christianity would seem to come to a sudden halt when a vessel gets in distress. Instead of the jolly skipper of a vessel arriving on the scene saying: "Let's go ahead and save her," the talk runs something like "We won't come near you for less than \$10,000 a line." The simple sailor is not as simple as he is cracked up to be. "Salvage" not "salvation" is the would-be rescuer's motto.  
Several sharks have been seen this morning in the water to port. The selachians have doubtless been attracted by the refuse thrown overboard from the liner. Their appearance has made the spot unpopular for bathing purposes.  
So far only one copy of the Advertiser has been received aboard, and that by the courtesy of the master of the tug Eleu. The paper is in great demand and what is left of it is still going the round of the officers.  
The Advertiser photographing outfit

arrived from town this morning and received a number of good views from the shore.

Allan Herbert and party stayed at Manager Chalmers' home last night. The Manning left for Honolulu at 11:50 a. m.

#### JAMIE SPINS YARNS.

Artist Wilder is regaling all and sundry ashore with tales of the burial caves in the great bluff. There are several of these ancient burial-places, he says, and in some royal bones are laid. He recalls instances of feather cloaks and war spears having been found and taken away.

The bearers of the dead to their apparently inaccessible last resting-places were trained for the work which was in fact a profession. Secrecy of location of a burial place was preserved by breakers of the tabu being visited with instant death.

There is said to be only one of the old cave-buriers alive today. He resides on Molokai.  
Years ago a tourist armed with an alpenstock, much experience and other climbing impediments arrived at Waimanalo landing with the intention of scaling the bluff. He soon gave up the attempt in disgust.

The only way, apparently, to gain access to the burial cave today is by means of ropes lowered from the summit.

#### BEEN AGROUND BEFORE.

Chief Engineer Putzar of the Manchuria has been twice aground before and each time in the transport Hancock aboard which he was in the capacity of chief engineer.

Once he was ashore near Shimoneseki and remained there 26 hours before the transport, which had been lightened, was pulled off under her own steam.

The other time the Hancock was aground three days, about 100 miles from Manila. Two towboats and her own steam got her afloat again. The vessel sustained no damage to speak of on either occasion.

After leaving the transport service, Putzar was for two years chief engineer of the American-Hawaiian S. S. Arizona.

Putzar loves his engines, which he declares to be the finest ever put in a vessel. He thinks the Manchuria will eventually be saved.

(Continued on Page 7.)

## NUUANU DAM AT A CRISIS

### All Depends Upon New Arrangement With Contractor.

Having decided to adopt Engineer Kellogg's recommendations for building the Nuuanu dam, the Government has now to make arrangements with the contractor for proceeding with the work. So far as money is concerned this is practicable, for there is a balance left in the appropriation. Though more money will have to be appropriated to meet the difference in cost, lying probably somewhere between Mr. Kellogg's estimate of \$25,000 and the department's of \$50,000, the balance in hand would keep operations going for the whole or part of the time intervening before a deficiency appropriation can be passed.

There is no crisis in that regard, but a critical stage relative to the contract itself has been reached. The dam is to be completed on a plan and specifications different from those under which the contract was awarded. Therefore a readjustment of prices, terms and conditions is necessary. Rock filling costs more than earth filling and changes in details already partly carried out involve some delicate balancing of the public and the private interests at stake.

Should the negotiations with the contractor, Mr. Whitehouse, fail and the contract be canceled in consequence, the probable litigation following would not be the most regrettable feature of the affair. What the public would chiefly have to lament in such case

would be the suspension of construction for many months. For, though as stated work can be carried on under the present contract, no new contract can be let under the present appropriation. It would be the story of the Insane Asylum buildings repeated, as the Governor stated yesterday.

"Mr. Whitehouse will have an interview with me tomorrow," Governor Carter said. "We shall try to make arrangements with him for going on with the work under his present contract."

"Should the contractor decline to accept terms that the Government deems reasonable, nothing will remain but to cancel the contract. That would probably mean a lawsuit. If the contract be canceled on account of disagreement the public will be the loser from the fact that no new contract could be made until the Legislature passed another appropriation for the work."

"This is a consideration in connection with the building of the dam which the public has not fully realized. It was the sticking point relative to the enforcing of the specifications. The difficulty was not altogether, as Mr. Kellogg suggested, the lack of provision in the specifications for their enforcement."

"At any time, if the contractor refused to comply with the department's interpretation of specifications, the contract might be canceled. That, however, would mean not merely litigation, but holding up the entire work until the Legislature made a new appropriation. A corporation in a similar case would have a meeting of directors and settle the whole matter in ten minutes or else turn it over to the lawyers. In its anxiety to have the work completed as soon as possible the Government naturally would hesitate about taking extreme measures except as a last resort."

#### THE NUUANU ALLIGATOR.

Charles Atherton has been making close inquiry in the Nuuanu valley about the alligator and has found but one person, a woman, who claims to have seen it. She insists that she had a good look at the reptile and would know it again by the blue ribbon it has about its neck.

## BURYING THE VALPARAISO DEAD

### Four Millions of Relief Fund---Military in Control.

(Associated Press Cablegrams.)

VALPARAISO, Aug. 24.—The government has appropriated four millions for the relief of the earthquake sufferers.

A proclamation has been issued declaring the city in a state of siege.

Street lighting has been resumed on one street and some cars are running.

Six hundred and forty-eight victims of the disaster have been buried.

## PEASANTS WIN THEIR POINT

ST. PETERSBURG, Aug. 24.—The government has decided to distribute twenty million acres of land among the peasants, providing for payment in installments.

The demands of the peasants for such a measure has been the principal reason for the various agrarian outbreaks throughout the Russian empire. The concession of the government in granting this demand is only in a small degree less important than the granting of the constitution and the creation of the Duma. It remains to be seen whether the peasants will accept what has been offered and abandon their share in the revolution or remain as allies or the workmen and the other revolutionary factions.

## CUBA ORDERS RAPID FIRERS

TAMPA, Florida, Aug. 24.—From private advices it is learned that Cuba has placed orders for four rapid fire guns with an American factory.

The mayors of Havana and Cienfuegos are enlisting volunteers to put down the rebellion.

## AFTERNOON REPORT

VALPARAISO, August 23.—Rains at this place are increasing the hardships on the people here.

KANSAS CITY, August 23.—Terrible rainstorms have done much damage. Over two hundred bodies in the cemetery have been exposed.

SAN FRANCISCO, August 23.—Captain Joseph Burnett, chief of the detectives of the San Francisco police force, died here today.

HAVANA, August 23.—The rural guards have killed General Quintan Bundera, the famous negro leader of the rebels. The rebels have captured the city of San Juan de Martinez.

SAN FRANCISCO, August 23.—The insurance on the Palace Hotel has been adjusted at the sum of \$1,302,610. It was decided that 8 per cent. of the damage had been done by the earthquake and the remainder by the fire.

SAN FRANCISCO, August 23.—Captain Metcalf and Captain Pillsbury, who is representing the marine underwriters, sailed by the S. S. Ventura today for Honolulu to attempt to float the wrecked S. S. Manchuria, which is ashore on the northern coast of Oahu. Both are equipped with wrecking apparatus.

## HAWAII NOTES.

(By Wireless Telegraph.)

HONOLULU, August 23.—The Republican club of the Eleventh Precinct will meet tomorrow evening to nominate delegates to the convention. Several are aspiring since they found that the convention would meet at Kailua.

KONA, August 23.—There are large crops of coffee and pineapples in sight. The Mauna Loa left Kailua at 11 a. m. Mark F. Robinson and Wilfred Greenwell are passengers.

The Aachen & Munich insurance company, one of the San Francisco six-bits concerns, has just declared a 100 per cent dividend on its capital stock.



MANCHURIA PASSENGERS ON THE ROOF GARDEN.

—Advertiser Photo.